



DEPARTMENT OF THE NAVY  
UNITED STATES PACIFIC FLEET  
FIGHTER SQUADRON TWO HUNDRED THIRTEEN  
FPO SAN FRANCISCO 96601

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From: Commanding Officer, Fighter Squadron TWO HUNDRED THIRTEEN  
To: Chief of Naval Operations (OP-05D2)

Subj: Command History; submission of (U)

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Encl: (1) Squadron History for Calendar Year 1970

1. (U) In accordance with reference (a), enclosure (1) is forwarded as OPNAV Report 5750.1

*R. D. Witthoft*  
R. D. WITTHOFT

Copy to:  
Director of Naval History (OP-09B9)  
Washington Navy Yard, Wash. D.C. 20390

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31 JAN 1970

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## TABLE OF CONTENTS

	PAGE
I Glossary/Acronyms	1
II Brief Chronology	2
Deployment in KITTY HAWK	3
III History	4
Command Organization and Relations	4
Operations	4
Training Cycle	4
Deployment in KITTY HAWK	5
Special Topics	6
IV Annexes	
A Officer Precedence List	
B Enlisted Roster	
C Commanding Officer's Biography	
D Executive Officer's Biography	
E Flight Summary	
F Aircraft Inventory	
G Ordnance Summary	
H Squadron History Sketch	

## GLOSSARY/ACRONYMS

ACLS	Automatic Carrier Landing System. A system whereby the aircraft is flown hands-off to arrestment.
BARCAP	Barrier Combat Air Patrol. A patrol of fighter aircraft forming a defensive barrier between the threat axis and the fleet.
CVA	Attack Carrier
ECM	Electronic Counter Measures
FAC	Airborne Forward Air Controller. Marks targets for strike aircraft.
NFWS	Naval Fighter Weapons School. A special school of highly skilled Naval fighter pilots who instruct the fleet in the newest developments of fighter tactics and weapons deployment.
RIO	Radar Intercept Officer specifically trained in the art of airborne intercept control from the rear cockpit of the F4 aircraft. Secondary functions are that of navigation and communications. The RIO and pilot teamwork enable the F4 to maintain its rating as the world's finest and most effective all-weather interceptor aircraft.
SIDEWINDER	A passive, infrared homing air-to-air missile.
SPARROW III	A semi-active radar guided air-to-air missile.
YANKEE STATION	The Navy's operations area in the Gulf of Tonkin.

# BRIEF CHRONOLOGY OF 1970

## JANUARY - OCTOBER

1-2 JAN Air Intercept Training (AAI)  
 5-16 JAN AAI - Air Combat Maneuvering (ACM)  
 19-23 JAN AAI/ACM/Aerial Refueling (ARF)  
 27 JAN Sparrow III / Sidewinder Missile Exercise (MQM) Evaluation)  
  
 FEB ACM Training  
  
 2-13 MAR Fleet Exercise (ROPEVAL) ACM  
 19-27 MAR ACM (A4 opposition)  
 30-31 MAR Sparrow III/Sidewinder Missile Shoot Exercise  
  
 1-3 APR Missile Shoot  
 6-10 APR ACM/Missile Shoot/Integrated Weapons System Review (IWSR)  
 13-17 APR ACM/IWSR/Fleet Training (ROPEVAL)  
 20-30 APR Yuma Conventional Weapons Deployment  
  
 1 MAY Return from Yuma, Arizona  
 4-15 MAY AAI/ACM (A7E Opposition)  
 18-22 MAY Sparrow III/Sidewinder Missile Shoot  
 25-29 MAY Sparrow III/Sidewinder Missile Shoot/ARF  
  
 1-5 JUN AAI/ARF/ACM (A6 Opposition)  
 8-12 JUN AAI/ARF/ACM (A7E's)/Sparrow III/Sidewinder Missile Shoot  
 15-19 JUN AAI/ACM (A7E's)  
 21-25 JUN AAI/ACM (USAF F106 Opposition)  
  
 26 JUN Change of Command  
  
 29-30 JUN AAI/ACM  
 28 JUN - 14 JUL Key West Hot Pad Alert  
  
 20-31 JUL Fallon CVW-11 Conventional Weapons Deployment  
  
 5-13 AUG AAI/ACM (A4E/NFWS/FMLP  
 17-21 AUG Sparrow III/Sidewinder Missile Shoot/FMLP  
 31-AUG - 2 SEP CARQUAL USS KITTY HAWK (CVA-63)  
  
 8-18 SEP Cyclic Air Operations CVW-11  
 23 SEP - 20 OCT ROPEVAL  
  
 5-9 OCT Operational Readiness Inspection  
 10-25 OCT AAI/ACM  
 26-27 OCT ADMAT Inspection  
 28-30 OCT FMLP  
  
 3 NOV Moved on board USS KITTY HAWK (CVA-63)

DEPLOYMENT IN USS KITTY HAWK (CVA-63)

NOVEMBER - DECEMBER

6	NOV	Departed CONUS for WESTPAC
7-11	NOV	Enroute to Hawaiian Operations Area
11-15	NOV	Cyclic Operations - preparation for Operational Readiness Exercise (ORE)
16	NOV	Inport Pearl Harbor, Hawaii
17-18	NOV	ORE, Hawaiian Operations Area
19-20	NOV	Inport Pearl Harbor
21	NOV	Depart for Subic Bay, Republic of the Philippines (R.P.)
22 NOV - 3	DEC	Enroute Subic Bay (Bear Alert)
3-4	DEC	Inport Subic Bay
5-7	DEC	Air Operations off R.P.
7	DEC	Enroute Yankee Station
8-29	DEC	First Line Period on Yankee Station
29-30	DEC	Enroute Subic Bay
31	DEC	Inport Subic Bay

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COMMAND ORGANIZATION AND RELATIONS

Fighter Squadron TWO HUNDRED THIRTEEN is a component of Attack Carrier Air Wing ELEVEN and is homeported at the Naval Air Station Miramar, California. The primary mission of this McDonnell F4J-equipped Fighter Squadron is to provide all-weather air superiority for the fleet. The secondary mission of the squadron is to supplement the Air Wing attack capabilities for conventional weapons delivery. Commander Ted Charles STEELE, Jr., USN was the Commanding Officer from 18 June 1969 until 26 June 1970 when he was relieved by Commander Ronald Dean WITTHOFT, USN during ceremonies held at Naval Air Station, Miramar, California.

OPERATIONSTraining Cycle

VF-213 was well into its training cycle at the beginning of calendar year 1970. Initially the emphasis was placed on AAI with aircrews learning to optimize all functions of the sophisticated AWG-10 weapons radar system. The 15C-4 ground simulator augmented the comprehensive radar training syllabus.

Gradually the emphasis was shifted to ACM coupled with radar intercept tactics. As aircrew training began in ACM, the syllabus included 2 on 2 F4 tactics and then advanced to 2 on 2 dissimilar aircraft tactics. VF-213 aircrews gained invaluable knowledge and skills fighting all types of aircraft including Navy A4, F8, A7, and A6 and the Air Force F106. The Air Force ACM engagements were performed at Kingsley AFB in a first between the two services.

During this training cycle the Black Lions participated in a number of Sparrow III and Sidewinder Missile exercises. Each crewmember practiced all aspects of weapons deployment in opposition with various types of maneuvering drones. The missile shoots were a culmination of both radar and ACM tactics training.

The Squadron Conventional weapons deployment to MCAS Yuma, Arizona in April allowed the aircrews to become experts in bombing and rocketry. Over 29,000 lbs of MK 76 practice bombs were dropped on raked spotting targets. Live ordnance drops totaled over 90 tons, all under combat-like conditions with the aid of Marine FAC over 550 rockets were fired during this deployment.

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The second conventional weapons deployment was to NAAS Fallon, Nevada in July with the entire Air Wing. The operations at Fallon included Alpha Strikes, as well as aerial refueling practice and ACM with other Air Wing aircraft. VF-213 dropped 25,000 lbs of practice bombs and over 86,000 lbs of live ordnance on various target complexes. Electronic countermeasures tactics and equipment training was accomplished utilizing the Navy Shoehorn ranges in Nevada. A number of crewmembers took the opportunity to visit the Electronic Warfare ranges for first-hand experience with the EW transmitters and conversations with trained operators on the ground.

VF-213 participated in the Cuban Defense posture for the second time during this turn-around in July. A detachment of aircrews and maintenance personnel were sent to Naval Air Station Key West, Florida for "hot-pad" duty where they again displayed the Squadron's ability to meet the five minute alert, full-up weapons system status required in that area of operations.

The services of VF-213 were used on other occasions acting as "Blue Force Enemy Aircraft" for First Fleet exercises. Squadron aircrews also provided services for various aircraft carriers' radar calibration during the training cycle.

In September the training focused on basic carrier operations. Early in September each aircrewman was re-carrier qualified and cyclic operations began aboard the USS KITTY HAWK.

The Squadron returned to NAS Miramar for its ADMAT inspection on 26-27 October. VF-213 received an overall grade of 95.12 OUTSTANDING, with the Aircraft Maintenance Department receiving the highest departmental grade of 95.62. With less than two weeks until deployment, flying was continued, maintaining each aircrew in a highly proficient state.

On 3 November 1970 VF-213 moved on board USS KITTY HAWK for its fifth extended deployment to WESTPAC with this carrier.

#### Deployment in KITTY HAWK

The Black Lions of Fighter Squadron TWO HUNDRED THIRTEEN deployed on board the KITTY HAWK on Friday, the 6th day of November 1970 for its fifth combat cruise. Transit of the Pacific and the completion of the ORE off Hawaii and cyclic operations off the Republic of the Philippines were accomplished as the Squadron finished the last preparatory stages for combat operations. During this time the fighter aircraft were taxed with Fleet Defense against Russian Bear aircraft as the aircrews were in five-minute alert status.

The first line period began on the 8th day of December 1970 and lasted until 29 December. KITTY HAWK operated on a one-hour and forty-five

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minute cycle requiring the F4J to carry the 600 gallon centerline tank. As bombers the aircraft carried 3000 lbs of bombs plus two AIM-7E-2 Sparrow III missiles, and two AIM-9G Sidewinder missiles. For Combat Air Patrol or photo escort missions the aircraft were configured with two Sparrow and two Sidewinder missiles.

During this line period the Navy's presence was reduced to a single attack carrier. The KITTY HAWK being the lone CVA, moved South in the Gulf of Tonkin and the role of the fighter aircraft became primarily that of a formidable strike aircraft. The majority of the assigned missions were as bombers in the Steel Tiger area of operations. However, after dropping all ordnance the F4 aircraft remained in the target areas to provide fighter cover for the returning strike group.

During this 27 day line period, 326 sorties were flown for a total of 716 hours of flight time. There were 302 combat sorties, ordnance being delivered on 196, for a total of 286.5 tons. The Black Lions suffered no personnel losses or aircraft damage either operationally or in combat.

The officers and men of Fighter Squadron TWO HUNDRED THIRTEEN are proud of their many achievements during calendar year 1970. VF-213 was the most highly trained fighter squadron ever to enter the combat zone. Equipped with the Navy's newest F4J aircraft and highly polished fighter crews, the Black Lions fulfilled all assigned missions while upholding the reputation as the finest maintained fighter squadron in the United States Navy.

#### SPECIAL TOPICS

##### Safety 1970

- (1) Total hours flown      4536                      Day 3466      Night 1070
- (2) CVA Landings:    Day    554  
                             Night   291  
                             Total   845
- (3) Aircraft Accidents
  - (a) 2-70A LT T. C. O'CONNOR/LT C. C. BUCHANAN Operational loss of A/C 157263 on 8 June 1970
  - (b) One aircraft ground accident occurred  
  
3-71G A/C 157242 18 November 1970 Major aircraft damage caused by improper flight deck handling procedures.

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Contributions/Achievements

VF-213 was instrumental in proving the capability of the F4J aircraft to fly on one-hour and forty-five minute carrier cycle equipped with centerline tank only. The Squadron, along with our sister F4 squadron, VF-114, proved that the F4 could fly any assigned mission and still make the recovery near maximum carrier arrest gross weight. This significant achievement which was approved by Commander Task Force SEVENTY-SEVEN meant that the external wing tanks were no longer required. The F4 without the external wing tanks is a much safer aircraft during heavy gross weight catapult shot and a much more maneuverable craft in flight. The Black Lions accumulated significant data in arduous testing of the centerline tank only configuration. It is the feeling now that the F4 capabilities have been increased as well as its carrier safety by flying without the additional tanks. A new precedence has been established for Yankee Station F4 operations.

Another aspect of carrier operations which the Black Lions shared in pioneering was that of the ACLS (Automatic Carrier Landing System) "hands-off" arrestments. The first operational ACL System landing to touch down in the Pacific Fleet was made by VF-213's LT (b) (6) and LT (b) (6) off the coast of California. Since that time, VF-213 and the USS KITTY HAWK have utilized the ACL System exclusively at night and in marginal weather conditions.

The single most dominant factor in determining the battle efficiency of a fighter squadron is its ability to employ its air-to-air weapons system effectively. To that end, VF-213 spent the majority of its training cycle in ACM practice. Twice the Black Lions participated in comprehensive advanced anti-MIG tactics in conjunction with the NFWS at NAS Miramar, California. During the two periods the aircrews of VF-213 learned the most recently developed tactics in countering all of the MIG series aircraft. Of particular interest and importance was the ACM training exercise with the USAF Air Defense Command F-106 aircraft at Kingsley AFB, Oregon. This training mission was the first of its kind between the Navy and the Air Force. The results of the highly informative and educational detachment were published as a guideline for future exercises of this nature between the two services. The many hours spent in briefing and flying against the various types of adversary aircraft resulted in all Black Lion aircrewmembers being considered the best trained F4 crews in the Fleet.

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Fighter Squadron TWO HUNDRED THIRTEEN  
FPO San Francisco 96601

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<u>Name</u>	<u>Rank</u>	<u>File/Design</u>
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(b) (6)

IT

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<u>Name</u>	<u>Rank</u>	<u>File/Desig</u>
(b) (6)	LT	(b) (6)
	LT	
	LT	
	LT	
	LT	
	LT	
	LT	
	LT	
	LT	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	LTJG	
	CWO2	
	WO1	

Annex B

Fighter Squadron TWO HUNDRED THIRTEEN  
Fleet Post Office  
San Francisco, California 96601

1 December 1970

NAME

RATE

SER.NO.

(b) (6)

SD3

(b) (6)

AE3

AN

AN

AQF3

ATR3

ATR2

ADJ3

AA

AEC

AZ3

ADJ1

HM1

AECS

SD2

AME3

ADJ3

AME2

AMH2

AME3

PR3

ATR2

AQC

(b) (6)

AN

AMS2

PN2

ATR2

ASE3

AA

ADJC

AN

SA

AME1

AOAN

AE3

AMS3

ATR2

AQF3

AQF3

DK3

SD2

AE3

ADCS

AE3

AQF2

AMS3

AEAN

AQF2

ADJ3

TN

B-2

(b) (6)

(b) (6)

AO1

AOAN

AE1

AMCS

AO3

AE3

SD2

AQF2

CS2

AQF3

AO3

ATN3

AE2

AME2

AN

AQ1

AQF3

AMH1

AMH2

AN

AMS2

AK1

AN

AQCS

AN

AMH3

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(b) (6)

(b) (6)

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AE2

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AMSAN

AE3

AQF3

AQF3

AO3

ATC

ATR2

ADJ2

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AMS3

AMH1

AEAN

AMSAA

ADJ1

AQF3

AE2

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AT1

AO3

ADJ2

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PR3

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AE1

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AMH3

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AMS1

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AQF3

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CS3

AMH3

AO2

AMS2

AQF2

AE3

AMS2

AE1

AO1

(b) (6)

(b) (6)

AOAN

ADJ3

AMS3

YN1

CS3

AMS3

AFCM

ATN2

AOAN

ADJ3

AQF2

AQF3

AE3

AOC

AN

PRAN

AMS3

AMH3

AMH2

AT1

AMH3

AOAN

AE1

ADJ2

AO1

AQF3

AT1

B-8

(b) (6)

(b) (6)

AQF3

ATN2

AQC

A03

ADJ3

AMH2

ADJ3

AT1

AQF2

AN

AN

AVCM

AZ3

ATN2

AMSAA

(b) (6)

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	<u>Flight Hours</u>			<u>Combat</u>		<u>Arrested Landings</u>	
	<u>TOTAL</u>	<u>DAY</u>	<u>NIGHT</u>	<u>DAY</u>	<u>NIGHT</u>	<u>DAY</u>	<u>NIGHT</u>
JAN	336.4	279	57.4				
FEB	372.9	291.6	81.3				
MAR	304.6	247.2	57.4				
APR	497.6	409.0	88.6				
MAY	337.9	274.1	63.8				
JUN	359.6	315.2	44.4				
JUL	442.6	383.2	59.4			24	
AUG	267.8	181.1	86.7			61	13
SEP	434.5	332.8	101.7			193	45
OCT	256.6	179.4	77.2			36	12
 <u>CRUISE</u>							
NOV	209.6	148.3	61.3			66	51
DEC	715.5	425.5	290.0			174	170
GRAND							
TOTAL	4535.6	3466.4	1069.2			554	291

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ANNEX F

Aircraft in VF-213 Inventory During 1970

F4J	157242	
	157243	
	157247	
	157250	
	157251	
	157253	
	157254	
	157255	
	157256	
	157258	
	157265	
	157272	
	157263	Operational Loss

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ANNEX G

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Ordnance delivered against the enemy in Southeast Asia (December 1970).

8-29 December 1st Line Period - 286.5 tons

Missiles expended in 1970:	Sparrow III	AIM 7	40
	Sidewinder	AIM 9	41

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ANNEX H

History  
of

FIGHTER SQUADRON TWO HUNDRED THIRTEEN  
1955 - 1970

Fighter Squadron TWO HUNDRED THIRTEEN's distinguished history began on 22 June 1955 when the squadron was commissioned at NAS Moffet Field. The now famous "BLACK LIONS" insignia consisting of a lion surmounting the constellation Leo against the dark night sky was chosen to depict the environment in which we work. Assigned the dual and demanding missions of night/all-weather fighters and special weapons delivery, the squadron was initially equipped with the McDonnell F-2H3 BANSHEE.

Following an extensive training period, the BLACK LIONS joined Air Wing TWELVE and departed for the Far East on board USS BON HOMME RICHARD (CVA-31) in early August 1956. Shortly after their return from a very successful cruise, the BLACK LIONS became one of the first Navy squadrons to receive the F-4D SKYRAY. This aircraft, then the Navy's finest all-weather interceptor, was a radical change from the BANSHEE both in performance and external appearance. At the time of its introduction to the fleet, the F-4D was the holder of several world speed and climb records.

Deploying in USS LEXINGTON (CVA-16), the BLACK LIONS commenced the first of two WESTPAC cruises with the "Ford". Their return from the Far East in February 1960 marked the last operational deployment of the SKYRAY to the Far East.

Home again at Moffet Field, VF-213 swapped the F-4D for the McDonnell F-3H DEMON in March 1960. By November 1960, fully combat ready with their new aircraft, the BLACK LIONS boarded the USS HANCOCK (CVA-19) for their fourth deployment in as many years. Returning in June 1961, the squadron was shifted to NAS Miramar which was destined to become "FIGHTER TOWN", home of all "AIRPAC" fighter aircraft. In the various competitions which ensued, VF-213 immediately distinguished itself as the outstanding all-weather fighter squadron. In October of that year, with less than 10 aircraft aboard, the Squadron flew over 600 hours. A "missile shoot" at Pt. Mugu the following month established a new Pacific Missile Range record for squadron proficiency.

February 1962 found the BLACK LIONS once more bound for WESTPAC, again aboard USS HANCOCK (CVA-19). The deployment was highlighted by participation in United States initial support operations in Laos. Prior to their return to CONUS in June, all pilots had qualified as "Centurions" aboard HANCOCK. The next cruise in HANCOCK, June-December 1963, rang down the curtain on the DEMON and the BLACK LIONS commenced transition to the F-4 PHANTOM shortly after returning to Miramar. The Squadron was assigned a unique version of the PHANTOM, the F4G, containing data link equipment compatible with shipboard and airborne Tactical Data Systems. An 18 month training and evaluation period followed during which the BLACK LIONS



pioneered and standardized much of the Tactical Data System operations in use today. The BLACK LIONS' first deployment in PHANTOMS, which commenced in November 1965 aboard USS KITTY HAWK (CVA-63), was a combat deployment in the Gulf of Tonkin. In addition to continued operational evaluation of the Tactical Data Systems, the squadron accrued another "First" in the evaluation of the Approach Power Compensator System while supporting United States commitments in North and South Vietnam. This deployment marked the first utilization of the F-4 as a conventional bomber, a role which was destined to mark the PHANTOM as the number one aircraft in the Navy, Air Force and Marine inventory. Returning on June 19, 1966, the Black Lions traded their F-4G's for the latest F-4B's, again equipped with specialized electronic gear which required combat operational evaluation.

Midway through their short turn-around training period, the BLACK LIONS operating proficiency and accomplishments were recognized by the receipt of the Chief of Naval Operations Safety Award. In November 1966 we were aboard KITTY HAWK again heading for what was now a "hot" war in the Gulf of Tonkin. Notable among the many accomplishments were the destruction of a North Vietnamese "Colt" aircraft, the strikes against Haiphong, Hanoi, Van Dien, Than Hoa and the first United States strike against the Mig base at Kep.

Late June 1967 found the BLACK LIONS back at Miramar readying themselves for their third consecutive combat cruise in less than two years. Despite heavy operating schedules and short turn-around periods, the outstanding readiness of the BLACK LIONS was amply evidenced by the 95.7 received during the Administrative/Material inspection conducted just prior to deployment. The second consecutive Chief of Naval Operations Safety Award presented to the BLACK LIONS reflected the spirit and competence of the entire squadron.

Leaving San Diego in November 1967, the BLACK LIONS arrived on the Line the 23rd of December, remaining there until 21 February to set a new record for consecutive days on Yankee Station. During this period, the squadron flew an unprecedented 1633 hours in 917 combat sorties. May 1968 marked the anniversary of our fourth year of PHANTOM operations, primarily in the combat area, without an operational accident; a period during which we have flown over 20,000 hours and made 6000 carrier landings. This is a record unequalled by any operational squadron and certainly envied by all of them. Official recognition of this performance came once again as the BLACK LIONS received their third consecutive Chief of Naval Operations Safety Award at ceremonies on the NAS Miramar parade ground shortly after returning to San Diego in June 1968.

After enjoying their first Christmas at home in four years, the BLACK LIONS departed San Diego aboard USS KITTY HAWK (CVA-63) for their fourth consecutive deployment in the Gulf of Tonkin. Despite the

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cessation of bombing in North Vietnam, VF-213 maintained a high tempo of flight operations both in the Gulf of Tonkin and the Yellow Sea, flying 1897 sorties for 3741 flight hours and expending nearly 1000 tons of ordnance.

Returning to CONUS in September 1969, the BLACK LIONS began their transition to the F4J, a more powerful and sophisticated version of the PHANTOM II.

After completing months of arduous training in all phases of F4 flying, VF-213 once again moved on board the USS KITTY HAWK. In November 1970, the ship and air wing departed for another extended deployment in the Southeast Asia war zone. At the end of the calendar year 1970, the BLACK LIONS had completed one line period in the Gulf of Tonkin, and had maintained their position as the finest fighter squadron in the fleet.

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## FIGHTER SQUADRON TWO HUNDRED THIRTEEN

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## COMMANDING OFFICER'S BIOGRAPHY

COMMANDER RONALD D. WITTHOFT, U. S. NAVY

Commander Ronald D. WITTHOFT was born in (b) (6) in (b) (6). He completed high school there and graduated from (b) (6) (b) (6) in 1953. In September of that year he entered the Naval Aviation Cadet program at NAS Pensacola, Florida, receiving his Naval Aviator's wings and commission as Ensign in March, 1955.

Commander WITTHOFT's first fleet tour was with Fighter Squadron ONE HUNDRED TWELVE flying the F9F COUGAR and the F3H DEMON. Completing two WESTPAC deployments, he then joined Fighter Squadron ONE HUNDRED TWENTY-ONE in March, 1959, as an instructor and Landing Signal Officer flying the DEMON and the new McDonnell - Douglas F-4B which was just being introduced into the Fleet.

In June, 1963, Commander WITTHOFT returned to sea duty and WESTPAC with Fighter Squadron ONE HUNDRED FORTY-THREE serving as Maintenance Officer and Operations Officer. Returning to shore duty in July, 1965, Commander WITTHOFT earned his BA degree at the Naval Postgraduate School, Monterey, California. He next reported to VX-4 at Point Mugu, California, serving as Administrative Officer and Assistant Projects Officer flying F4 and F8 aircraft on CNO assigned operational test and evaluation projects.

In early 1969 Commander WITTHOFT received orders as Executive Officer of the "Black Lions" of Fighter Squadron TWO HUNDRED THIRTEEN. After refresher training at Fighter Squadron ONE HUNDRED TWENTY-ONE, he joined the "Black Lions" during a WESTPAC cruise in June, 1969. In June 1970, Commander WITTHOFT took command of the Squadron at a ceremony on the parade ground of NAS Miramar, California.

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ANNEX D

FIGHTER SQUADRON TWO HUNDRED THIRTEEN

EXECUTIVE OFFICER'S BIOGRAPHY

COMMANDER John V. LOCKHART

Commander John Van Gundia LOCKHART was born in (b) (6) on (b) (6), the son of (b) (6). He entered Yale University in New Haven, Connecticut in 1951 under the NORTC plan and graduated in 1955. He was designated a Naval Aviator on 25 October 1956.

In February 1957 CDR LOCKHART reported to VF-102 at Cecil Field, Florida flying F4D Skyrajs and made two deployments to the Mediterranean on board USS FORRESTAL.

Upon completion of sea duty in September 1960, he was ordered to VF-101 Detachment Alfa at NAS Oceana where he took part in the Fleet introduction of the F4. He remained with VF-101 in the capacity of flight instructor until February 1964. He was then ordered to the Staff, Commander Operational Test and Evaluation Force in Norfolk, Virginia and was assigned to the Fighter Developments Branch.

Returning to sea duty with VF-84 in December 1964, CDR LOCKHART deployed to Southeast Asia on board USS INDEPENDENCE where he flew 112 combat missions. He holds the Distinguished Flying Cross, eight awards of the Air Medal, three Navy Commendation Medals with Combat "V", the Navy Unit Commendation and the Naval Expeditionary Medal (CUBA). After completing a deployment to the Mediterranean in January 1966 CDR LOCKHART attended the Armed Forces Staff College in Norfolk, Virginia. On completion of this assignment, he reported to VF-121 in July 1967 as Maintenance Officer and Executive Officer.

Commander LOCKHART reported to Fighter Squadron TWO HUNDRED THIRTEEN as Executive Officer in June 1970.

Commander LOCKHART is married to the former (b) (6) of (b) (6) and resides with their children, (b) (6) at (b) (6).

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Enclosure (1)